Government to appease the Dutch Contractors who ultimately did not undertake dredging despite fulfillment of commitments according to the said "basket" arrangements by Calcutta Port Trust;

(d) whether it is also a fact that Cal-cutta Poit Trust had to take loan from a Dutch Bank for financing the project; if so, the details regarding the amount of loan so far taken, and commitment charges paid so far:

(el whether it is a fact that Calcutta Port Trust still continues to pay commitment charges interest to the Dutch Bank: and

(f) if so, the details regarding the bank guarantees furnished by the Dutch Contractors to Calcutta Port Trust with amount, terms and the status of encashment of this bank guarantees by Calcutta Poit Trust to recover payment made to the Contractor may be mentioned ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The Dutch Contractor has been served with an order of termination by Calcutta Port Trust. Regarding terra'na-tion of Cooperation agreement between DCI and the Dutch Contractor, the Government of India has already taken up the matter with the Dutch Gove n-ment.

(b) The cost of CSD Aquarius and other equipment is DFI. 24.327 million (Rs. 27.08 crores). In addition, DCI had paid custom duty of Rs. 11.30 crore on spare parts and ancillaries transferred along with the Dredger. The dredging schedule has been drawn up till 1996 and she has accomplished dredging assignment! at Hal-dia, Hazira, Cochin, Mormtigno. Visakha-patnam since its acquisition in 1991.

(c) The "basket" arrangements were made to explore the possibility for reviving the project and not to appease the Dutch Contractor.

(d) Yes. Sir. CPT took a loan amount ing to DFI. 82.28,472.07 from NIB. a Dutch Bank for financing the project. The total amount paid including interest and commitment fees is about DFL 19.33 mil lion equivalent to about Rs. 3.32 cror:s.

(e) No further commitment charces are payable by CPT to the Dutch Bank but the interest charges are required to be paid.

(f) M/s Z. V. submitted three bank guarantees arnonnt'nn to a'onnd Rs. 86 lakhs & DFL 6.96 nv'llions. Out. of three, two bank minranfees were uncorrt'<ion?l aid payable in Tndian Rupees. One of <hes? was invoked but stayed by the Dutch Cotrrf Th« third one was condftiortnl and cannot be invoked.

**एक्सप्रेस राजमार्गों का निर्माण**

2471. श्री शंकर दयाल सिंह : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार आगामी कुछ वर्षों में एक्स-प्रेस राजमार्गों का निर्माण किए जाने की योजना पर विचार कर रही है;

(ख) क्या इस उद्देश्य के लिए बाहर के देशों, गैर-सरकारी व्यक्तियों या फर्मों से सहायता मांगी जा रही है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) से (ग) जी हां। सर-कार बी०ओ०टी० (निर्माण प्रचालन-हस्तांतरण) के आधार पर घरेलू और विदेशी, दोनों प्रकार के निवेशों के जरिए, कुछेक परियोजनाओं के बारे में निजी क्षेत्र की भागीदारी पर विचार कर रही है। तथापि, प्रस्तावों के लिए विस्तृत कार्यविधियों को अभी अंतिम रूप दिया जाना है । अतः इस समय इसके विस्तृत ब्यौरों का उल्लेख कर पाना संभव नहीं है ।

**High Speed Tram Project for Delhi**

2472. SHRI V. NARAYANASAMY: Will the Minister of SURFACE TRANSPORT be pleased to s'atc :

(a) whether Government have finally approved the High Speed trams for Delhi; if so. the details of the project and the estimated cost thereof;

(b) the details of the funding of the project and by when the actual construction is proposed to commence: and

(c) what steps are proposed to be taken to improve the existing bus service in the capital 7

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. In consultation with the Government of National Capital Territory of Delhi it has been decided to provide High Speed Tram System on 9 important corridors of Delhi. These High Speed Trams will ope-ra'e on elevated tracks. Necessary action has already been initiated to call for proposals from Indian/Foreign Agencies on Build, Operate and Transfer basis.

The cost of construction of HST System in Delhi (1994 prices) is estimated at Rs. 176 million per km.

At this stage no time limit by which the construction will start can be indicated.

(c) The following steps have been taken by the Transport Department of Govt, of

National Capital Territory of Delhi to improve the existing bus service :—

1. Unified Time table for DTC and operation of DTC and private buses in the ratio of 40 : 60;

2. Imparting compulsory training refresher courses/proficiency test for all the drivers of public service buses ;

3. All the bus operators have been directed to instal speed governors at a maximum speed of 40 KM per hour and the erring operators are prosecuted for violation of this permit condition;

4. State Transport Authority takes action against the permit holders for violation of permit conditions under section 86 of the Motor Vehicles Act, 193S. So far, 180 permits have been suspended/cancelled on account of involvement of such buses in fatal/non-fatal accidents;

5. Procurement of radars to check over speeding by the buses, prosecution of buses crossing maximum speed limit.

6. The Govt, of Delhi has initiated steps to implement Integrated Multi Model Trams Rapid Transport System 'or Delhi.

**CSahns before Motor Accident Claims Tribunal**

2473. PROF. VIIAY KUMAR MALHOTRA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Motor Accident Claims Tribunals in Delhi have not been work ing for quite sometime;

(b) if so, the reasons therefor and the tteps taken to make them function without further delay, if not the reason', therefor;

(c) the number of cases pending ir each of these Tribunals and since when and the steps taken to liquidate these
. Lthout delay; and

(d i to which year does the oldest case to?

THE MINISTER OF STATE OF THE .1STRY OF SURFACE TRANSPORT (SHRI JAGDTSH TYTLER) : (a) Nc Sir.

t

*(b)* Dees not .iiise.

.(c) The number of cases pending in Tribunals as on 31st October. 94 are as under :

| Sl. No. | Name of Court | Total pending cases |
|---|---|---|
| 1. | MACT (North Zone) | 3451 |
| 2. | MACT (Central Zone) | 1883 |
| 3. | MACT (West Zone) | 3762 |
| 4. | MACT (New Delhi Zone) | 1741 |
| 5. | MACT (South Zone) | 4582 |
| 6. | MACT (East Zone) | 2257 |

In order to reduce the pendency of these cases without delay, the Judges of MACT are persuaded during the meetings periodically convened by Commissioner-cum-Secretary (Transport), Government if National Capital Territory of Delhi, to dispose of cases expeditiously.

(d) the oldest case relate to the year 1978.

**Declaration of National Highways in Maharashtra**

2174. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE : Will the Minister of SURFACE TRANSPORT be pleased to state :

fa) whether Government have received any request from the Maharashtra Government to declare the ft) Ratnagiri-S lamir-Nagpur (831 *Kms.)* and (ii) Highway (667 Kms.), State ways, as National Highways;

(b) if so, the details thereof;

(c) whether Central Government had •ssured to fulfil the demand during the "ı Five Year Plan; and

(d) if so, what decision has since been taken in the matter ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGADISH TYTLER) : (a) to (d) The Government of Maharashtra have forwarded proposals for certain roads being declared as new National High-in the 8th Five Year Plan which incidentally cover the roads in question. However, on account of meagre allocation earmarked under the Central Sector Is Programme in (he current Plan, it is diffici't to declare new National Highways at present.

**ADB's Assistance for Fojir-'anitig of National H?ghwnv No. 8**

2475. SHRTMATI CHANDRIKA ABHINANDAN JATN :
S^RT ANANTRAY DEVSHANKER DAVE:

Will the Minister of SURFACE TRANSPORT be pleased to state •

(a) whether the Guiarat Government had any proposal for Asian Oevelopment Rank assistance for the coatniction